

PARKHURST ON ROOSEVELT

DOES BELIEVE IN PRESIDENT'S OFFENSIVE ATTITUDE

Mr. Parkhurst, who has been abroad for over four months, mostly in Switzerland, where he has been following the progress of the war, is expected to return to New York to-day. He is expected to return to New York to-day. He is expected to return to New York to-day.

Mr. Parkhurst followed his favorite pursuit, mountaineering. He showed the effect of his outdoor life, being as bronzed as an Egyptian. He told the correspondent of the Sun that although he had been away he had managed to keep in touch with American affairs through the newspapers. He added:

"The Sun's editorial against the advisability of despatching a fleet to the Pacific was perfectly sound. It is all right to be a fighter when fighting is necessary, but to go around with a chip on your shoulder is a policy that is sure to lead to trouble, for it is a human desire to knock the chip off. I am not a believer in this offensive attitude of President Roosevelt. It is too provocative. I disagree with him on many other points, but I do not read him as being entirely opposed to capitalistic interests, but only to illegitimately nurtured interests."

Asked whether conditions in New York under Police Commissioner Bingham had improved, Mr. Parkhurst thought for a moment and then said:

"It is humiliating to an American abroad to read constantly in the English press tales of crime and lawlessness in New York. Gen. Bingham himself, I believe, has confessed that he is unable to cope with the situation. Recently he had the amendment as to give him more power over the police, but to make the police effective two other amendments are necessary."

"First, Gen. Bingham himself must be amended. A man who cannot control himself cannot control others, and Gen. Bingham's lack of control is unquestionable. Secondly, the spirit of the New York force must be amended. The spirit of the force is against good work. A man enters the department honest and with the firmest intentions of doing his whole duty. He finds that the force as a whole is against such a purpose, and if he does not fall in line with the prevailing spirit he is forced out."

"Mind you, I am not saying there is not an honest man on the force anxious to do his duty, but the dominant spirit is against such."

Replying to a question whether he had any intention of starting a new crusade in New York, Mr. Parkhurst said his plans were as yet undetermined. He could tell better when he reached home.

The advance lists of the Baltic contained the names of Senator and Mrs. Beveridge, but they did not appear on the train or boat. The White Star agent said that as he had not received any reply to telegram sent to Berlin he had assigned to Mr. Beveridge a suite on another boat.

A party of American women on the train found a fruitful topic of conversation in Mr. Beveridge's marriage and political prospects. One said in the sweetest tones imaginable:

"I do hope his wife will teach him to talk about something else than his own greatness."

Another spoke up, saying: "Since his marriage Senator Beveridge has become a Presidential possibility, which he was not before. His wife is a remarkably clever woman, and she will be the making of him politically. Wait and see."

R. A. C. Smith of New York, who has been a guest of Sir Thomas Lipton on the latter's steam yacht Erin, is among the Baltic's passengers. Sir Thomas accompanied him to Liverpool for the purpose of discussing his challenge for the America's cup and his views regarding a modification in the type of challenger. Mr. Smith would not discuss the matter, saying that until after the New York Yacht Club had acted in the matter it would not be etiquette, but it is not doubted that he is carrying a verbal message from Sir Thomas to the club.

Sir Thomas told the correspondent of the Sun that he intended shortly to put the Erin out of commission and to devote his entire time to the building of the challenger if his challenge were accepted. From another source it was learned that Sir Thomas will certainly build two boats, but he is considerably worried as to whether the New York Yacht Club will permit him to select the better one as the competitor.

The trial races will be sailed in Dublin Bay. The boats will be launched by the Countess of Limerick. Mr. Fife does not want the entire responsibility for designing both, and the design for one boat will be entrusted to another draughtsman.

Al Hayman, who has been investigating theatrical matters in London, said it was impossible to compare things in England and America. London is England theatrically, but New York is not America, and the American public would not tolerate the character productions given in the English provinces. The most noticeable thing in London was the overwhelming success secured by Joseph Coyne and Doris Keane, who were fully five hundred persons waiting at the stage door simply to see these stars and stars. It was the most remarkable demonstration of popularity he had ever seen.

Two topics discussed by Wall Street men like H. E. Gawtry of the Consolidated Gas Company, J. H. McCullough and H. C. Duval were Senator McCarran's pronouncement on "Mobsocracy" and the prospects of a railway strike in England. Mr. Duval said:

"The prospect of railway difficulties in England interests me because I have had experience in railroad strikes in America. It is the old question of recognition of the union, and with recognition comes trouble. It surprised me to read of a man like Lord Ramsey advocating the nationalization of railways. In Germany I had experience of governmental owned railways. The service was bad, the fares exorbitantly high and the charges for baggage simply terrible, but the Government owns the railways and there is no redress."

A. W. Preston, president of the United Fruit Company, who made an extensive tour of the Continent and the United Kingdom with his family in an automobile, visited Belfast just before sailing to view six new steamers on the stocks, three of which are destined for the Dutch Guiana-New York service, which will be opened next spring, and three for the Costa Rica-New Orleans service.

Ex-Attache Cleeve had a few days to renew his London friendships after a flying trip abroad to accompany Mrs. Cleeve and his family back to the United States. He said that there were hundreds of American women in Paris unable to secure steamer accommodation homeward.

Taylor Pyne of Princeton told the correspondent of the Sun that he had been mostly in the south of France, where he could not discuss American affairs as he could have been necessary first to elaborate a diagram of the geography of the United States to the inhabitants. The result was that his holiday had been a perfect success.

LONDON, Sept. 20.—According to the Glasgow correspondent of the Standard, Sir Thomas Lipton's challenge merely formally intimates his wish for a race in the autumn of 1908. All other considerations are waived. Sir Thomas has taken the sportsmanlike view that the challenger ought not to lead his challenge with conditions and stipulations.

BISHOP BERRY NOW DENIES.
But Reporter Swears He Did Blame Fairbanks' Cocktails on Roosevelt.

DETROIT, Sept. 19.—Bishop Berry to-night went from Milwaukee a reputation of his reported statement regarding the Fairbanks-Roosevelt cocktail incident in which he is quoted as saying an Indianapolis minister who was present at the now famous dinner assured him that President Roosevelt ordered the drinks.

The Free Press, which first published the interview, will to-morrow morning publish with the denial a sworn statement of the reporter who saw the Bishop maintaining the correctness of his story and quoting witnesses corroborating him.

TELEGRAPHERS' RANKS SPLIT

COMMITTEE IN WASHINGTON SEEKING TERMS

Operators who are dissatisfied with the strike management ask for arbitration for themselves—Their meeting was held in New York on Sunday last.

WASHINGTON, Sept. 19.—Charles P. Neill, United States Commissioner of Labor, is understood to have had a conference here with Thomas L. Mahan, president of the Union Telegraphers' League, a member of the telegraph strikers' executive committee in New York and Arthur G. L. Douglas, chairman of the Postal Telegraph Company's board in New York city, in reference to a settlement of the telegraphers' strike.

According to the story told by Mahan and Douglas they came here as a committee representing a meeting of striking telegraph operators who are dissatisfied with the management of the strike by President Small and are anxious to make terms with the telegraph companies. This meeting, they said, was held in New York on last Sunday.

They declared that they had talked over with Commissioner Neill a proposition for the appointment of arbitrators to adjust the differences between the companies and their striking employees. This proposition, they said, contemplated the appointment of six arbitrators, three representing the two telegraph companies and three representing the operators who are willing to make terms. In the event that the arbitrators are unable to reach an agreement, President Roosevelt, they said, would be asked to appoint an umpire, whose decision would be final.

It was declared also by Mahan and Douglas that ten days, beginning to-day, would be devoted to conferences between the telegraph companies and the operators who want to settle the strike in regard to the proposition made to Commissioner Neill. They said that the proposal for the appointment of three representatives of the American Federation of Labor to represent the striking telegraphers in conferences with the telegraph company officials had been rejected by the operators represented by Mahan and Douglas.

Commissioner Neill left Washington for St. Louis this afternoon and no statement was obtained from him in regard to the story told by Mahan and Douglas. Secretary Strauss said to-night that he had held a conference this afternoon with Commissioner Neill and other bureau chiefs of his Department, but that the telegraph strike was not mentioned.

The news of the visit of Mahan and Douglas to Washington caused a great stir in the strike headquarters here. Daniel L. Russell, chairman of the strike committee, made this statement late last night:

The action of Mahan and Douglas is unwarranted and without authorization. This will be proved to-morrow at a meeting of the local organization when a vote of confidence in President Small and all national officials will be passed. The fact that two of our men are badly rattled and rush excitedly to Washington to effect a compromise when we have already made a move that we are certain will bring about a speedy as well as satisfactory settlement of the strike would be laughable but for the harm that it is likely to do our cause."

When Col. R. C. Clowry, president of the Western Union company, was told of a report that was circulated last night to the effect that the telegraph companies had consented to arbitrate the strike, he said:

"The strike will be fought to a finish. In fact the strikers are beaten now. We will never deal with the strikers or their representatives under any circumstances."

The "subject to delay" rule which prevailed since the strike of the telegraphers began in this city was withdrawn yesterday by the Western Union company in the Eastern division. Notice was sent to all superintendents by General Superintendent Brooks.

Mr. Brooks said last evening that this meant that normal conditions prevailed again. The Eastern division comprises all territory east of Pittsburgh and north of Washington, including Nova Scotia. The division employs about half of the telegraphers of the Western Union company.

"We could have withdrawn the notice some time ago," he said, "but we wanted to make assurance doubly sure. The immediate effect of the withdrawal of the 'subject to delay' notices will be that people who hesitated about sending telegrams will have their confidence restored."

The headquarters of the striking telegraphers in this city will be changed to-day from Groll's Hall, 147 East Fifty-third street, to Clinton Hall, Clinton street, near Grand, where there will be a mass meeting of the strikers to-day. According to President Joseph F. Ahearn of Local 16 the strikers will have a guarantee of ample funds to keep the telegraphers out for a year.

"PULL" WON'T GO IN LAND OFFICE.
See's Garfield Orders That No Favors Be Shown Senators and Representatives.

WASHINGTON, Sept. 19.—According to an announcement made to-day by order of James Rudolph Garfield, Secretary of the Interior, no favors will be shown Senators and Representatives in the General Land Office in the future. Heretofore Western statesmen found no difficulty in inducing the Land Office to make "special" land grants and applications of those who were able to invoke the Congressional "pull." Those settlers who were unable or did not enlist the aid of their Congressmen had to wait for the adjustment of their claims until the officials had unraveled several miles of red tape. All this is to be changed. A statement made public at the Department to-day says:

The General Land Office has announced that all cases pending in that office will be acted upon in the regular order of their receipt, unless it can be shown that the contrary course is deemed necessary to avoid hardship in individual cases, and in the latter event only upon a showing by affidavit of the individual that the emergency which requires special action could not have been reasonably anticipated."

Unpublished Day Line Outings from Des. St. and 1-12. See Stand. and Exc. Col.—Ad.

THREE CHECKS GIVEN TO QUIGG

CHARGED UP TO CONSTRUCTION OF THE OLD METROPOLITAN

Public Service Commission Wants to Know What Construction Service He Performed for Them—Gives No Light on It—Root on Surface for Perplexities.

Of the \$23,000,000 handed over to the old Metropolitan Street Railway Company by the Metropolitan Securities Company it has been brought out that \$11,000,000 went to pay off the floating debt of the railroad company and that about half the rest has been used for improvements. The books of the old Metropolitan company being no longer in existence, the accountants employed by the Public Service Commission have been endeavoring to find how the remainder was expended by examining the company's check books and check stubs.

These accountants have found that there was kept by the company a "special construction account" and that against this account there were checks drawn between May 31, 1902, and July 1, 1903, to the amount of \$85,193. Demand has been made on the company for the production of those checks, but up to the close of yesterday's session of the Public Service Commission's inquiry the company had been able to present only four of them.

Three of these were drawn to the order of Lemuel E. Quigg. They were made in October, November, and December, 1902. Two were for \$1,000 each and the third was for \$1,500. The fourth check was payable to the order of Eugene Ellsworth and was for \$1,875.

Marvin Scudder, chief of the accountants, said yesterday that when he had asked for more he had been told that the hunt for them had as yet been unsuccessful. He had ascertained that on January 7, 1903, a check for \$10,000 was drawn against the account, but that that check apparently could not be found.

D. C. Moorehead, secretary and treasurer of the Metropolitan company, admitted that he had drawn checks to the order of Lemuel E. Quigg on account of construction.

"Why did you draw a check to a lawyer on special construction work?" asked W. M. Ivins, the commission's special counsel.

"Because, I presume, he was employed on construction work," Mr. Moorehead replied.

"Well, what kind of construction work was Mr. Quigg an adept at?"

"I have no idea."

"Do you know whether he was then admitted to the bar?"

"I do not."

"What is the receipt for?"

"For services performed."

"You don't know what those were?"

"No, sir."

Mr. Moorehead said he would try to find the missing check vouchers, especially those for two items, \$10,000 and \$15,000.

Oren Root, general manager of the Metropolitan system, was recalled yesterday and asked to explain why it was that in view of the fact that there had been an increase in 1905 and in nine months of 1906 of cash funds amounting to \$10,881,958 over the receipts of 1904, as shown by the company's reports to the State Railroad Commission, there had been a decrease in the twenty-one months referred to of 1,077,078 miles of car mileage.

"As a general proposition," Mr. Root replied, "under the conditions of operation in New York city to-day the question of car miles could not be taken as a factor in the service rendered. As an illustration let me say that in December, 1906, we increased the number of cars the first three weeks in December with an attempt to meet the holiday traffic 3 1-3 per cent. on the entire system. We actually got no increased carrying capacity out of it compared with December, 1905."

The New York Edison Company gave out a statement yesterday replying to a statement which had been lodged with the commission that the company has discriminated in its rates and has refused to render service except when yearly contracts are made for the payment of a flat rate of 10 cents per kilowatt hour. It was pointed out in the statement that the company in making the ten cent rate was merely obeying an act passed by the Legislature providing that the price charged for electric current in Manhattan should not exceed the ten cent limit.

Referring to the contract question the statement said:

"The supply of electric current has not reached a point where, as with gas, it can be furnished without individual agreement. The consumer simply agrees to pay for that which he actually uses. The duration, therefore, whether long or short, cannot be considered as a hardship."

T. F. Ryan and Paul Morton Return.
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"What about a third term?"

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